

**HEARS CHARGES TODAY**

**Mayor Jones Will Dispose of Complaint Against Supt. of Streets.**

**FOURTY WITNESSES SUMMONED**

**Full Airing Will be Given Allegations of Councilman Cox—Matters Apparently Not Taken Seriously Around the City Hall.**

Charges of misappropriation of city property, the use of city employees for his private work, and general neglect or duty, which were preferred against Superintendent of Streets S. J. Harwood, by Councilman Ernest C. Cox, of the Second ward, on November 27, will be heard by Mayor Marvin Jones in the Council chamber at the city hall at 10 o'clock this morning. About 40 witnesses, including the members of the highways and sewers committee, Fire Chief W. E. Stover, President D. S. Jones, of the common council, Engineer James Bragg of the Eagle Engine Company, and other city employees, have been summoned to appear at the hearing of the charges.

Councilman Cox has retained Attorney C. C. Mitchell to present the charges and Mr. Harwood will be represented by Attorneys C. Ayer Astor, by J. Winston Read and W. T. Moss.

Present indications are that the hearing of the testimony will consume several hours and it probably will be late this afternoon before the case is concluded.

The summoning of the witnesses in the case began yesterday morning and the hearing was generally a cause of anxiety among the city officials at the city hall yesterday. The officers do not seem to be inclined to take the charges seriously.

**He Wanted a Hearing.**

The charges against Mr. Harwood were presented to the highways and sewers committee and the committee sent them to Mayor Jones. There was much discussion of the matter at the time, but nothing was done and the charges were almost forgotten. Seven or eight days ago, however, Mr. Harwood appeared before Mayor Jones and asked that the charges be taken up as soon as practicable and that he be given a full hearing on each and every one of the six counts contained in Mr. Cox's communication.

Much interest attaches to the hearing today and it is expected that a number of the friends of both parties will attend the hearing.

**Mr. Cox's Charges.**

Following is the complete text of

the charges brought by Mr. Cox:

"To the Honorable Committee on Highways and Sewers, of the City Council, Newport News, Virginia:

"I hereby prefer the following charges against S. J. Harwood, street commissioner for the city of Newport News, to-wit:

"First. That he did cover about November 1907, or shortly after the completion of the repairs made to the city's fire houses, one of the city's paid laborers for about three months who was on the regular payroll of the city, in painting his own houses in the North End of the city. Incidentally I may state that upon completion of the repairs to the fire houses, there was considerable quantity of paint left over which was stored in the city's stables. This paint has disappeared from these places and I find it proper for the committee to know as to its whereabouts."

"Second. That there was a considerable amount of lumber left over upon the completion of the repairs made to the fire houses, which was cut up and removed to Mr. Harwood's residence, by employees of the city which could have been advantageously used by the city in repairing and furring the stalls in the stables, and which was by the foremen in the department in the North End asked to be left there for use around the department, which request was declined by him, the said Mr. Harwood.

"Third. That frequently he sends employees of the city to his residence to cut wood and render other services around his home.

"Fourth. That on October 19th, he was directed to send a load of wood, which was old bridge timber, to Mr. Pearson on Thirtieth street in the 5th block, and instead of sending same to Mr. Pearson as directed, he sent a load to his, Mr. Harwood's house.

"Fifth. That he used paid employees of the city in cleaning and heating the New England parts. The heating nickel from the old plant of the Consumers' Power Company, the Consumers' Power Company, the Consumers' Steamship Company, the Bremen, the Enos Studio, and Julia R. Dempsey from Providence, the whaleback steamer Bay State, brought the Boundary from Liverpool and the Berkshires from Lynn, and Clark's brought the Postman from Norfolk.

"Having had repairs made to her hull, the Merchant's & Masters Steamship Co. packed her load out of dry dock No. 3 at the shipyard yesterday afternoon.

"Sixth. General neglect and indifference to duty, spending most of his time in the various drug stores of the city, loafing in and about the city hall, and devoting most of his time in attending to matters which are wholly foreign and in no way connected with the duties which should devolve upon him.

(Signed) ERNEST C. COX."

**SHIPPING REPORT**

Thursday, December 10, 1908.

**Arrived.**

Steamer Rotterdam (Eng), Richards, Liverpool-to-Furness, Withy & Company Ltd., with merchandise.

Steamer Urda (Nor), Hansen, Philadelphia-to-Berwind White Coal

Company in ballast.

Steamer Peetan (Br), Evans, Port Arthur-to-Chesapeake & Ohio Coal and Coke Company for lumber and Steamer Burmuda (Eng), Brockton, Boston-to-Chesapeake & Ohio Coal and Coke Company for lumber and

Steamer Jay State, Soden, Boston-to-Wint Oak Coal Company in ballast.

Schooner Grace A. Martin, Hatfield, Boston, now charted.

Barge J. F. Chapman from Providence to Chesapeake & Ohio Coal and Coke Company in ballast.

Barge Felix from Providence to Chesapeake & Ohio Coal and Coke Company in ballast.

Barge Foster from Norfolk to Berwind White Coal Company in ballast.

Barge Julia R. Dempsey from Providence to Chesapeake & Ohio Coal and Coke Company in ballast.

Barge Bombyx from Boston to White Oak Coal Company in ballast.

Barge Berkshire from Lynn to White Oak Coal Company in ballast.

**Cleared.**

Steamer Burmuda (Eng), Brockton, Boston-to-Chesapeake & Ohio Coal and Coke Company.

Steamer Peetan (Br), Evans, Avonmouth, Chesapeake & Ohio Coal and Coke Company.

Gauge George R. Spalding for Portsmouth, N. H.

**Sailed.**

Steamer Theresa Heymann (Eng), Thurso, Africa, Port Huron Line.

Schooner Loring C. Ballard, Keel, New London, Massasoit, Tullie, Boston.

Calendar for Today.

Sunrise 6:15 a.m.; 7:08 a.m.; Sunsets 4:45 p.m.; 4:50 p.m.; High water 12:20 p.m.; Low water 5:27 a.m.; 6:42 p.m.

**MARINE NOTES.**

No. 1. Seven horses arrived in port yes-

terday in load full carcasses of coal

from the oil plant of the Consumers' Power Company through the L. P. Chen

Thirty-fourth Street bridge, White

Stone, and Julia R. Dempsey from

Providence, the whaleback steamer

Bay State brought the Boundary from

Liverpool and the Berkshires from Lynn,

and Clark's brought the Postman from

Norfolk.

Having had repairs made to her

hull, the Merchant's & Masters Steam-

ship Co. loaded her out of dry

dock No. 3 at the shipyard yesterday

afternoon.

Two British steamships, the Burn-

holm and the Portia, loaded lumber

at this port yesterday.

The Norwegian steamship Urda ar-

rived in port yesterday from Philadel-

phia to load a full cargo of coal for

Havana.

The British steamship Rivendell,

which had her hull cleaned and painted

at the shipyard, is loading a car-

go of coal for Manila at Chesapeake

& Ohio coal dock No. 12.

The American steamer Grace A. Martin arrived yesterday from Boston decked a chart in the otherwise calm trade.

**Under Britain's Ban.**

Collector of Customs J. F. Squires

has been advised of an order from

the board of agriculture of Great

Britain prohibiting the landing of

live animals, besides hounds, horns

or other parts of animals, from the

States of Pennsylvania, New York

and New Jersey. Fox skins and red

deer are also included in this prohibi-

tion. Also, any or all above products

that have been sent to those states

within two months preceding their ex-

portation.

The Dominion of Canada has also

prohibited the importation of any of

the above articles, or products, from

several states.

**McClellan Docked.**

For the purpose of having her hull

brown, the warship received and

painted, the United States army trans-

portant McClellan was hauled out

of dry dock No. 3 at the shipyard

yesterday afternoon. The vessel will

be used in transporting the Army of

China Pacific back to Newport

Newport early next year.

**Rotterdam in Port.**

Bringing a part cargo of nitro-cellu-

lose exports, the British steamship

Rotterdam, of the Furness Withy

Line, arrived in port yesterday two

days earlier from Liverpool, Eng-

land. The steamer is commanded by

Captain Richter, son on this trip

by Captain Dunstan, is confined to his

home in England with an injured

leg.

**WANTED FOR MURDER.**

No. 1. Fugitive Wanted In Isle of

Wight County Held Here.

Holton Holt, a negro, who is

wanted by the Isle of Wight county

authorities on the charge of murder

was arrested near Lee Hall yesterday

by Officers Harry Moss and M. W.

Oliver, of the local force, and is now

in the city jail awaiting the arrival

of an officer from Smallfield.

It is alleged that Holt killed Rubin

Polk, also colored, on July 23 last by

striking him over the head with a

heavy stick. The prisoner admits his

identity, but claims that he struck

him in self-defense.

The boat was damaged slightly, the

glass windows in the pilot house being

smashed.

**TWO SERIOUSLY BURNED**

W. T. Rayfield and a Negro Injured

Aboard Barge Iola.

**GAS EXPLODED IN THE HOLD**

Lighted Lantern Caused Below Be-  
fore Hatch Coverings Were Remov-  
ed Caused Accident—Vessel Owned

By Contractor J. W. Davis.

Mr. W. F. Rayfield, of 2401 Chestnut Avenue, and a negro man of this city whose name could not be learned, were seriously burned by an explosion of gas on the power barge Iola at Warwick creek about 11 o'clock yesterday morning. The injured men were brought to this city in a launch about three hours after the accident and physicians attended them at their homes here. Both are confined in bed as the result of the burns.

The barge, which is owned by Mr. J. W. Davis, of this city, and which is employed in the fuel carrying trade between Warwick creek and Newport News, left for Warwick creek yesterday morning. After she had been moored, the negro had cautioned the Captain not to go into the hold with a lantern until after the hatch coverings had been removed. Mr. Rayfield saw the negro in the hold with the lantern, and supposed that the coverings had been taken off, and he descended. Surely had he reached the bottom of the boat when the explosion occurred.

The boat was damaged slightly, the glass windows in the pilot house being smashed.

**Fleet Nearing Ceylon.**

(By the Associated Press.)

COLOMBO, CEYLON, Dec. 10.—The American fleet is expected to arrive on December 14 and to depart on the 20th. Because of official information respecting its intended arrival was not received until very recently, the arrangements for the reception has been rather meager.

A committee of thirty persons has been put in charge of the matter and among the arrangements made is one to present five pounds of tea to each officer and one pound to each man in the fleet.

On every dollar spent, a

visit will convince you.

**Watt, Dooley & Watt**